

Frisa	Leach	Royce
Funderburk	Lewis (CA)	Salmon
Ganske	Lewis (KY)	Sanford
Gekas	Lightfoot	Saxton
Gilchrest	Linder	Scarborough
Gillmor	Livingston	Schaefer
Gilman	LoBiondo	Schiff
Goodlatte	Longley	Seastrand
Goss	Lucas	Sensenbrenner
Graham	Manzullo	Shadegg
Greenwood	McCollum	Shaw
Gunderson	McCrery	Shays
Gutknecht	McInnis	Shuster
Hancock	McIntosh	Skeen
Hansen	McKeon	Smith (MI)
Hastert	Metcalf	Smith (TX)
Hastings (WA)	Meyers	Smith (WA)
Hayworth	Mica	Solomon
Hefley	Miller (FL)	Souder
Heineman	Molinari	Spence
Herger	Moorhead	Stearns
Hilleary	Morella	Stockman
Hobson	Myers	Stump
Hoekstra	Myrick	Talent
Hoke	Nethercutt	Tate
Horn	Neumann	Taylor (NC)
Hostettler	Ney	Thomas
Houghton	Norwood	Thornberry
Hunter	Nussle	Tiahrt
Hutchinson	Oxley	Torkildsen
Hyde	Packard	Upton
Inglis	Parker	Vucanovich
Istook	Paxon	Waldholtz
Johnson (CT)	Petri	Walker
Johnson, Sam	Pombo	Walsh
Jones	Porter	Wamp
Kasich	Portman	Weldon (FL)
Kelly	Pryce	Weldon (PA)
Kim	Quillen	Weller
Kingston	Radanovich	White
Klug	Ramstad	Whitfield
Knollenberg	Regula	Wicker
Kolbe	Riggs	Wolf
LaHood	Roberts	Young (AK)
Largent	Rogers	Young (FL)
Latham	Rohrabacher	Zeliff
LaTourette	Ros-Lehtinen	Zimmer
Laughlin	Roth	
Lazio	Roukema	

NAYS—202

Abercrombie	Engel	LaFalce
Ackerman	Eshoo	Lantos
Andrews	Evans	Levin
Baesler	Farr	Lewis (GA)
Baldacci	Fattah	Lincoln
Barcia	Fazio	Lipinski
Barrett (WI)	Fields (LA)	Lofgren
Becerra	Filner	Lowe
Beilenson	Flake	Luther
Bentsen	Foglietta	Maloney
Berman	Ford	Manton
Bevill	Frank (MA)	Markey
Bishop	Franks (NJ)	Martinez
Bonior	Frost	Martini
Borski	Furse	Mascara
Boucher	Gejdenson	Matsui
Brewster	Gephardt	McCarthy
Browder	Geren	McDade
Brown (FL)	Gibbons	McDermott
Brown (OH)	Gonzalez	McHale
Bryant (TX)	Gordon	McHugh
Cardin	Green	McKinney
Chapman	Gutierrez	McNulty
Clay	Hall (OH)	Meehan
Clayton	Hall (TX)	Meek
Clement	Hamilton	Menendez
Clyburn	Harman	Mfume
Coleman	Hastings (FL)	Miller (CA)
Collins (IL)	Hayes	Mineta
Condit	Hefner	Minge
Conyers	Hilliard	Mink
Costello	Hinchey	Mollohan
Coyne	Holden	Montgomery
Cramer	Hoyer	Moran
Danner	Jackson-Lee	Murtha
de la Garza	Jacobs	Nadler
DeFazio	Johnson (SD)	Neal
DeLauro	Johnson, E. B.	Oberstar
Dellums	Johnston	Obey
Deutsch	Kanjorski	Olver
Dicks	Kaptur	Ortiz
Dingell	Kennedy (MA)	Orton
Dixon	Kennedy (RI)	Owens
Doggett	Kennelly	Pallone
Dooley	Kildee	Pastor
Doyle	King	Payne (NJ)
Durbin	Klecicka	Payne (VA)
Edwards	Klink	Pelosi

Peterson (FL)	Scott	Torres
Peterson (MN)	Serrano	Towns
Pickett	Sisisky	Trafficant
Pomeroy	Skaggs	Tucker
Poshard	Skelton	Velazquez
Quinn	Slaughter	Vento
Rahall	Smith (NJ)	Visclosky
Rangel	Spratt	Ward
Reed	Stark	Waters
Richardson	Stenholm	Watt (NC)
Rivers	Stokes	Waxman
Roemer	Studds	Williams
Rose	Stupak	Wilson
Roybal-Allard	Tanner	Wise
Rush	Tauzin	Woolsey
Sabo	Taylor (MS)	Wyden
Sanders	Tejeda	Wynn
Sawyer	Thompson	Yates
Schroeder	Thornton	
Schumer	Thurman	

NOT VOTING—15

Bateman	Dreier	Moakley
Brown (CA)	Dunn	Reynolds
Collins (MI)	Gallegly	Torricelli
Cox	Goodling	Volkmer
Crane	Jefferson	Watts (OK)

□ 1211

The Clerk announced the following pair:

On this vote:

Mr. Dreier for, with Mr. Moakley against. Mr. McNULTY and Mr. McHUGH changed their vote from "yea" to "nay."

Mr. METCALF changed his vote from "nay" to "yea."

So the previous question was ordered. The result of the vote was announced as above recorded.

The SPEAKER pro tempore (Mrs. MORELLA). The question is on the amendment in the nature of a substitute.

The amendment in the nature of a substitute was agreed to.

The SPEAKER pro tempore. The question is on the resolution, as amended.

The resolution, as amended, was agreed to.

A motion to reconsider was laid on the table.

□ 1215

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 70, EXPORTS OF ALASKAN NORTH SLOPE OIL

Mrs. WALDHOLTZ, from the Committee on Rules submitted a privileged report (Rept. No. 104-198) on the resolution (H. Res. 197) providing for the consideration of the bill (H.R. 70) to permit exports of certain domestically produced crude oil, and for other purposes, which was referred to the House Calendar and ordered to be printed.

GENERAL LEAVE

Mr. WOLF. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for fiscal year ending September 30, 1996, and for other purposes, and that I may be permitted to include tables, charts, and extraneous matter.

The SPEAKER pro tempore (Mrs. MORELLA). Is there objection to the request of the gentleman from Virginia? There was no objection.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

The SPEAKER pro tempore. Pursuant to House Resolution 193 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 2002.

□ 1217

IN THE COMMITTED OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes, with Mr. BEREUTER in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered as having been read the first time.

Under the rule, the gentleman from Virginia [Mr. WOLF] will be recognized for 30 minutes, and the gentleman from Texas [Mr. COLEMAN] will be recognized for 30 minutes.

The Chair recognizes the gentleman from Virginia [Mr. WOLF].

Mr. WOLF. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the gentle from Texas [Mr. COLEMAN] had made an excellent suggestion where, by using the whole hour, we limit it to half an hours, 15 minutes on each side.

Mr. COLEMAN. Mr. Chairman, will the gentleman yield?

Mr. WOLF. I yield to the gentleman from Texas.

Mr. COLEMAN. I have no objection to that.

Mr. WOLF. We will do that and Members can get home earlier.

(Mr. WOLF asked and was given permission to revise and extend his remarks.)

Mr. WOLF. Mr. Chairman, I will summarize very quickly. The transportation bill we bring to the floor is a good bill. It is balanced. I thank all the members of the committee, and I will not mention their names but they know who they are.

Let me take a few minutes to summarize the bill. It is within the subcommittee's 602(b) allocation in domestic budget authority and outlays. In total, the bill provides \$12.6 billion in budget authority and \$36.9 billion in outlays.

I would add at this point the budget authority is reduced from fiscal year 1995 levels by \$1 billion, and it is fair and balanced.

In order to meet the 602(b) allocation, we have to cut a number of programs. We set priorities. One was in the area of safety and, therefore, we made a special effort there.

After safety, the committee's second priority was to provide continued investment in the Nation's highways and bridges and transit systems, Amtrak, and airports. The bill provides \$18 billion for the Federal aid highway program, the highest level in the history of the Nation, and permits the expenditure of all 99 percent of the tax receipts collected by the highway trust fund this year.

For the first time in countless years, the bill contains no special earmarked funds for highway demonstration projects. Rather, the committee has provided an increase of \$840 million in the Federal aid highway program which will allow every State to receive additional funds for highway construction than they received.

I would hope then the Governors of these States, since they are getting this extra money, will then take it and apply to it many of the projects that Members of the body were interested in.

Aviation has been funded at \$8.343 billion; within that amount is the airport improvement program at \$1.6, an increase of 10 percent. The Coast Guard program has been helped at \$3.653, and also the gentleman from Florida [Mr. YOUNG], in the defense authorization has also granted us \$44 million.

Mr. Chairman, I am going to kind of just summarize and kind of end on that. There are a number of other things. One, we repealed section 13(c), which has driven up the cost of transit riders. That will be an issue we will talk about.

Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the Transportation Appropriations Subcommittee brings to the floor today the fiscal year 1996 transportation appropriations bill. This bill has been crafted after a great deal of hard work and hearings and meetings with Members of the House and with the assistance and cooperation of all members of the subcommittee. We have consulted with the Department of Transportation and the administration as well as other interested parties. Where possible, the subcommittee has included provisions or language to address concerns expressed by these individuals.

I want to thank our Members, Mr. DELAY, Mr. REGULA, Mr. ROGERS, Mr. LIGHTFOOT, Mr. PACKARD, Mr. CALLAHAN, Mr. DICKEY, Mr. COLEMAN, Mr. SABO, Mr. DURBIN, and Mr. FOGLIETTA. Each Member and his staff has worked diligently and hard and the product is as much theirs as it is anyone's.

Let me just take a few minutes to summarize the bill we bring before you today. The bill is within the subcommittee's 602(b) allocation in domestic budget authority and outlays. In total, the bill provides \$12.6 billion in budget authority and \$36.9 billion in outlays. I would

add at this point that budget authority is reduced from fiscal year 1995 levels by \$1.0 billion. And most importantly, this bill is fair and balanced.

In order to meet the subcommittee's 602(b) allocation, the subcommittee had to set priorities, and our first priority was to protect programs and initiatives related to transportation safety. This is the primary reason for the Department of Transportation, and it is the Federal Government's responsibility in the transportation area. We must ensure that funding is available to promote and provide for safe transportation systems. This bill does just that.

The committee's second priority was to provide continued investments in the Nation's highways, bridges, transit systems, Amtrak, and airports. The bill provides \$18 billion for the Federal aid highway program, the highest level in the history of the Nation; and permits the expenditure of almost 99 percent of the tax receipts collected by the highway trust fund this year. The bill provides the full amount authorized for transit expenditures from the transit account of the highway trust fund, and the bill spends \$90 million more than collected this year for aviation programs financed from the aviation trust fund.

For the first time in countless years, the bill contains no special earmarked funds for highway demonstration projects. Rather, the committee has provided an increase of \$840 million in the Federal aid highway program which will allow every State to receive additional funds for highway construction than they received last year. This decision represents less Federal intrusion in what should be State decisionmaking and provides a fairer process for the distribution of Federal dollars.

The bill provides \$3.653 billion for the Coast Guard which is to be supplemented by an additional \$44 million that is included in the defense bill to fund defense-related Coast Guard activities.

Aviation accounts are funded at \$8.343 billion. Within that amount, the airport improvement program is funded at \$1.6 billion, an increase of 10 percent. After a year where aviation fatalities were the highest in a decade, funds have been maintained or ever added for aviation security and safety-related systems.

Funding for the National Highway Traffic Safety Administration is recommended at levels slightly above last year, recognizing the need for continued funding to address alcohol-impaired driving and occupant protection.

Funding for Amtrak's capital program is funded at the level requested by the administration, \$230 million, and operating expenses have been reduced by nearly \$140 million. All appropriations for Amtrak are contingent upon authorizing legislation that reforms the National Rail Passenger Corporation.

But, as I mentioned earlier, difficult choices had to be made and for each increase over last year, reductions in other areas had to be found. Funding for operations of several important agencies and grants for Amtrak and transit operating assistance have been re-

duced in order to stretch our transportation dollars as far as possible.

A number of programs have been eliminated, including local rail freight assistance, highway demonstration projects, Penn Station Redevelopment, and various smaller Coast Guard, FAA, and highway programs. The Interstate Commerce Commission is terminated on January 1, 1996.

Fifteen million provided for essential air service through a new Federal-State-local partnership that requires a 50-50 match by the State or local entity. This level represents a reduction of 55 percent.

Funding for administrative functions of the Department of Transportation have been reduced from last year's level in many cases. A reorganization of the Department's extensive field structure is directed, saving \$25 million this year.

And transit operating has been reduced from \$710 million to \$400 million, \$100 million below what the administration requested. To mitigate these reductions, however, the bill contains two provisions that will allow transit agencies the flexibility to reduce their costs and accommodate reductions in Federal operating assistance without reducing services or increasing fares. First, the bill repeals section 13(C) of the Federal Transit Act. Many transit agencies have informed the committee that the labor protections provided under section 13(c) are costly, outdated, burdensome, and impede innovation, efficiency, and growth of transit services. Second, the bill includes language, requested by the administration, that permits bus overhauls to be funded from transit capital funds.

The bill includes \$29.9 million for pipeline safety, a reduction of \$12.5 million below last year's level. This level is necessary not to compromise program operations or pipeline safety.

And lastly, the bill contains a provision that prohibits training that personally offends or seeks to change the personal, religious values, or the lifestyle of an individual. This provision stems from extensive hearings that the committee conducted regarding training at the Department of Transportation.

In summary, Mr. Chairman, this is a balanced bill, developed in a very difficult budget year. It provides for essential transportation needs of this country, it places a high priority on safety and trust fund financed programs and infrastructure investments. We have worked in a bipartisan fashion with the minority members of the subcommittee and throughout the Congress. I believe the bill deserves the committee's support, and I recommend it for approval.

As usual, Mr. Chairman, the committee report accompanying the bill spells out in detail the funding recommendations. For additional information or specific funding levels, I would refer my colleagues to that document.

Mr. Chairman, I reserve the balance of my time.

FY 1996 TRANSPORTATION APPROPRIATIONS BILL (H.R. 2002)

	FY 1995 Enacted	FY 1995 Estimate	BN	BN compared with Enacted	BN compared with Estimate
TITLE I - DEPARTMENT OF TRANSPORTATION					
Office of the Secretary					
Salary and expenses.....	58,084,000	62,184,000	55,011,500	-3,082,500	-7,182,500
Immediate Office of the Secretary.....	(1,220,000)			(-1,220,000)	
Immediate Office of the Deputy Secretary.....	(583,000)			(-583,000)	
Office of the General Counsel.....	(7,878,000)			(-7,878,000)	
Office of the Assistant Secretary for Transportation Policy.....	(2,308,000)			(-2,308,000)	
Office of the Assistant Secretary for Aviation and International Affairs.....	(7,887,000)			(-7,887,000)	
Office of the Assistant Secretary for Budget and Programs.....	(4,400,000)			(-4,400,000)	
Office of the Assistant Secretary for Governmental Affairs.....	(2,280,000)			(-2,280,000)	
Office of the Assistant Secretary for Administration.....	(22,425,000)			(-22,425,000)	
Office of Public Affairs.....	(1,380,000)			(-1,380,000)	
Executive Secretariat.....	(882,000)			(-882,000)	
Contract Appeals Board.....	(830,000)			(-830,000)	
Office of Civil Rights.....	(1,778,000)			(-1,778,000)	
Office of Small and Disadvantaged Business Utilization.....	(838,000)			(-838,000)	
Minority Business Resource Center.....	(4,000,000)			(-4,000,000)	
Office of Intelligence and Security.....	(800,000)			(-800,000)	
Office of Intermodalism.....	(1,000,000)			(-1,000,000)	
Undistributed.....	(-2,313,000)			(+2,313,000)	
Office of civil rights.....		12,788,000	8,584,000	+8,584,000	-8,298,000
Transportation planning, research, and development.....	8,288,000	15,710,000	3,308,000	-4,884,000	-12,401,000
Office of Commercial Space Transportation: Operations and Research.....	8,080,000			-8,080,000	
Working capital fund.....	(89,000,000)	(104,384,000)	(102,231,000)	(+9,231,000)	(-2,133,000)
Payments to air carriers (Airport & Airway Trust Fund):					
(Liquidation of contract authorization).....	(33,423,000)		(15,000,000)	(-18,423,000)	(+15,000,000)
(Limitation on obligations).....	(33,423,000)		(15,000,000)	(-18,423,000)	(+15,000,000)
Revelation of contract authority.....	(4,000,000)	(-38,800,000)	(-23,800,000)	(-18,800,000)	(+15,000,000)
Revelation.....		(-8,788,871)	(-8,788,871)	(-8,788,871)	
Rental payments.....	144,418,000	143,438,000	130,803,000	-13,616,000	-12,833,000
Headquarters facilities.....		331,000,000			-331,000,000
Minority business resource center program.....	1,800,000	1,800,000	1,800,000		
(Limitation on direct loans).....	(18,000,000)	(18,000,000)	(18,000,000)		
Minority business outreach.....		2,800,000	2,800,000	+2,800,000	
Total, Office of the Secretary	218,788,000	588,803,000	200,477,500	-18,288,500	-388,425,500
(Limitations on obligations).....	(33,423,000)		(15,000,000)	(-18,423,000)	(+15,000,000)
Total budgetary resources	(282,188,000)	(588,803,000)	(215,477,500)	(-36,711,500)	(-354,425,500)
Coast Guard					
Operating expenses.....	2,586,000,000	2,818,318,000	2,586,000,000	-32,000,000	-82,318,000
Acquisition, construction, and improvements:					
Vessels.....	187,800,000	203,700,000	181,200,000	+3,300,000	-12,800,000
Aircraft.....	11,800,000	19,500,000	18,500,000	+4,700,000	-3,000,000
Other equipment.....	28,700,000	58,300,000	42,200,000	+12,800,000	-14,100,000
Shore facilities and aids to navigation.....	88,380,000	99,800,000	82,275,000	-7,075,000	-17,525,000
Personnel and related support.....	44,200,000	48,900,000	43,000,000	-1,200,000	-5,800,000
Subtotal, A C and I	382,880,000	428,200,000	376,175,000	+12,225,000	-53,025,000
Environmental compliance and restoration.....	23,800,000	25,000,000	21,000,000	-2,800,000	-4,000,000
Alteration of bridges.....		2,000,000	18,000,000	+18,000,000	+14,000,000
Retired pay.....	582,886,000	582,022,000	582,022,000	+19,437,000	
Reserve training.....	84,881,000	84,888,000	81,888,000	-3,122,000	-3,000,000
Research, development, test, and evaluation.....	20,310,000	22,500,000	18,500,000	-1,810,000	-4,000,000
Boat safety (Aquatic Resources Trust Fund).....	25,000,000		20,000,000	-5,000,000	+20,000,000
Emergency Fund (Oil Spill Liability Trust Fund) (limitation of permanent appropriation).....			(3,000,000)	(+3,000,000)	(+3,000,000)
Total, Coast Guard	3,857,326,000	3,742,897,000	3,880,558,000	+3,230,000	-82,341,000
Federal Aviation Administration					
Operations.....	4,888,384,000	4,704,000,000	4,800,000,000	+4,808,000	-104,000,000
Facilities and equipment (Airport and Airway Trust Fund).....	2,087,488,000	1,907,847,000	2,000,000,000	-87,488,000	+92,153,000
Revelation.....	(-35,000,000)		(-80,000,000)	(-25,000,000)	(-80,000,000)
Research, engineering, and development (Airport and Airway Trust Fund).....	258,192,880	287,881,000	143,000,000	-118,182,880	-124,881,000
Grants-in-aid for airports (Airport and Airway Trust Fund):					
(Liquidation of contract authorization).....	(1,500,000,000)	(1,800,000,000)	(1,800,000,000)		
(Limitation on obligations).....	(1,450,000,000)	(1,500,000,000)	(1,800,000,000)	(+150,000,000)	(+100,000,000)
Aircraft purchase loan guarantee program.....	148,000	80,000	50,000	-88,000	
(Limitation on borrowing authority).....	(8,870,000)	(1,800,000)	(1,800,000)	(-6,870,000)	
Total, Federal Aviation Administration	8,842,223,000	8,879,558,000	8,743,050,000	-189,173,000	-136,508,000
(Limitations on obligations).....	(1,450,000,000)	(1,500,000,000)	(1,800,000,000)	(+150,000,000)	(+100,000,000)
Total budgetary resources	(8,382,223,000)	(8,379,558,000)	(8,343,050,000)	(-49,173,000)	(-38,508,000)
Unified transportation infrastructure investment program (limitation on obligations).....		(-1,500,000,000)			(+1,500,000,000)
Total budgetary resources	(8,382,223,000)	(8,879,558,000)	(8,343,050,000)	(-49,173,000)	(+1,463,482,000)

FY 1996 TRANSPORTATION APPROPRIATIONS BILL (H.R. 2002)—Continued

	FY 1995 Enacted	FY 1995 Estimate	Bill	Bill compared with Enacted	Bill compared with Estimate
Federal Highway Administration					
Limitation on general operating expenses.....	(825,341,000)	(888,488,000)	(485,381,000)	(-28,880,000)	(-184,108,000)
Highway-related safety grants (Highway Trust Fund):					
(Liquidation of contract authorization).....	(10,800,000)	(10,000,000)	(10,000,000)	(-800,000)	
(Limitation on obligations).....	(10,800,000)	(10,000,000)	(10,000,000)	(-800,000)	
Rescission of contract authority.....	(-20,000,000)			(+20,000,000)	
Federal-aid highways (Highway Trust Fund):					
(Limitation on obligations).....	(17,180,000,000)	(20,254,255,000)	(18,000,000,000)	(+840,000,000)	(-2,254,255,000)
(Exempt obligations).....	(2,287,701,000)	(80,000,000)	(2,311,882,000)	(+44,231,000)	(+2,231,882,000)
(Liquidation of contract authorization).....	(17,000,000,000)	(19,200,000,000)	(19,200,000,000)	(+2,200,000,000)	
Right-of-way revolving fund (Highway Trust Fund) (limitation on direct loans).....	(42,800,000)			(-42,800,000)	
Motor carrier safety grants (Highway Trust Fund):					
(Liquidation of contract authorization).....	(73,000,000)	(88,000,000)	(88,000,000)	(-6,000,000)	
(Limitation on obligations).....	(74,000,000)	(85,000,000)	(78,180,000)	(+5,180,000)	(-5,880,000)
Surface transportation projects.....	388,085,000			388,085,000	
Rescission.....	(-12,094,800)			(+12,094,800)	
High priority corridor (sec. 314A).....	8,000,000			8,000,000	
Orange County, CA toll road project (sec. 338a).....	8,000,000			8,000,000	
Total, Federal Highway Administration.....	388,085,000			388,085,000	
(Limitations on obligations).....	(17,344,800,000)	(20,348,255,000)	(18,088,180,000)	(+844,380,000)	(-2,280,108,000)
(Exempt obligations).....	(2,287,701,800)	(80,000,000)	(2,311,882,000)	(+44,281,000)	(+2,231,882,000)
Total budgetary resources.....	(18,578,586,000)	(20,428,255,000)	(20,401,082,000)	(+522,588,000)	(-28,173,000)
Unified transportation infrastructure investment program (limitation on obligations).....		(-20,134,255,000)			(+20,134,255,000)
Total budgetary resources.....	(18,578,586,000)	(20,600,000)	(20,401,082,000)	(+522,588,000)	(+20,108,082,000)
National Highway Traffic Safety Administration					
Operations and research.....	78,556,000	84,588,000	73,318,570	-6,238,430	-11,281,430
Rescissions.....			(-4,547,185)	(-4,547,185)	(-4,547,185)
Operations and research (Highway Trust Fund).....	48,997,000	58,744,000	52,011,830	+5,014,830	-7,732,070
Subtotal, Operations and research.....	126,553,000	144,342,000	125,328,500	-1,224,500	-19,013,500
Highway traffic safety grants (Highway Trust Fund):					
(Liquidation of contract authorization).....	(181,000,000)	(188,000,000)	(183,400,000)	(+2,400,000)	(-26,800,000)
State and community highway safety grants (Sec. 402) (limitation on obligations).....	(128,000,000)	(188,800,000)	(128,000,000)	(+3,000,000)	(-42,800,000)
National Driver Register (Sec. 402) (limitation on obligations).....	(3,400,000)	(2,400,000)	(2,400,000)	(-1,000,000)	
Alcohol-impaired driving countermeasures programs (Sec. 410) (limitation on obligations).....	(25,000,000)	(25,000,000)	(25,000,000)		
Total, National Highway Traffic Safety Administration.....	138,553,000	144,342,000	125,328,500	-1,224,500	-19,013,500
(Limitations on obligations).....	(181,400,000)	(188,000,000)	(183,400,000)	(+2,000,000)	(-42,800,000)
Total budgetary resources.....	(277,863,000)	(340,342,000)	(278,728,500)	(+775,500)	(-81,813,500)
Federal Railroad Administration					
Office of the Administrator.....	13,080,000	17,370,000	14,000,000	+910,000	-3,370,000
Local rail freight assistance.....	17,000,000			-17,000,000	
Rescission.....	(-8,583,000)			(+8,583,000)	
Railroad safety.....	47,728,000	51,104,000	48,840,880	+2,211,880	-1,183,340
Railroad research and development.....	20,800,000	48,847,000	21,000,000	+500,000	-27,847,000
Northeast corridor improvement program.....	200,000,000	235,000,000	100,000,000	-100,000,000	-135,000,000
Next generation high speed rail.....	20,000,000	30,000,000	10,000,000	-10,000,000	-20,000,000
Trust fund share of next generation high speed rail (Highway Trust Fund):					
(Liquidation of contract authorization).....	(3,400,000)	(7,118,000)	(5,000,000)	(+1,800,000)	(-2,118,000)
(Limitation on obligations).....	(5,000,000)	(8,000,000)	(5,000,000)		
Rhode Island Rail Development.....	5,000,000	10,000,000		-5,000,000	-10,000,000
Grants to the National Railroad Passenger Corporation:					
Operations.....	542,000,000	420,000,000	338,000,000	-208,000,000	-84,000,000
Transition costs.....			82,000,000	+82,000,000	+82,000,000
Capital.....	251,500,000	230,000,000	230,000,000	-21,500,000	
Long-term restructuring transition.....		100,000,000			-100,000,000
Pennsylvania station redevelopment project.....	40,000,000	50,000,000		-40,000,000	-80,000,000
Rescission.....	(-40,000,000)			(+40,000,000)	
Total, Grants to the National Railroad Passenger Corp.....	838,500,000	800,000,000	628,000,000	-208,500,000	-172,000,000
Total, Federal Railroad Administration.....	1,188,818,000	1,182,421,000	822,840,880	-333,878,340	-388,480,340
(Limitations on obligations).....	(5,000,000)	(8,000,000)	(5,000,000)		
Total budgetary resources.....	(1,181,818,000)	(1,182,421,000)	(827,840,880)	(-333,878,340)	(-388,480,340)
Unified transportation infrastructure invest program.....		-1,045,000,000			+1,045,000,000
Total budgetary resources.....	(1,181,818,000)	(182,421,000)	(827,840,880)	(-333,878,340)	(+675,518,880)

FY 1996 TRANSPORTATION APPROPRIATIONS BILL (H.R. 2002)—Continued

	FY 1995 Enacted	FY 1995 Estimate	BH	BH compared with Enacted	BH compared with Estimate
Federal Transit Administration					
Administrative expenses.....	43,080,000	44,292,000	38,280,000	-3,800,000	-4,942,000
Formula grants.....	640,000,000	1,244,300,000	480,000,000	-160,000,000	-764,300,000
Operating assistance grants.....	710,000,000	500,000,000	400,000,000	-310,000,000	-100,000,000
Formula grants (Highway Trust Fund) (limitation on obligations).....	(1,150,000,000)	(1,120,880,000)	(1,110,000,000)	(-40,000,000)	(-10,880,000)
University transportation centers.....	8,000,000	8,000,000	8,000,000		
Transit planning and research.....	82,280,000	100,027,000	82,280,000	-10,000,000	-17,777,000
Metropolitan planning program.....		(41,512,800)	(28,488,280)	(+38,438,280)	(-2,076,280)
Rural transit assistance program.....		(4,812,800)	(4,381,280)	(+4,381,280)	(-231,280)
Transit cooperative research program.....		(8,470,000)	(8,051,280)	(+8,051,280)	(-423,720)
National TPR program.....		(33,882,000)	(19,480,000)	(+19,480,000)	(-14,472,000)
State TPR program.....		(8,475,000)	(8,051,280)	(+8,051,280)	(-423,720)
National transit institute.....		(3,000,000)	(2,880,000)	(+2,880,000)	(-120,000)
Subtotal, Transit planning and research.....	(82,280,000)	(100,027,000)	(82,280,000)	(-10,000,000)	(-17,777,000)
Trust fund share of expenses (Highway Trust Fund) (liquidation of contract authorization).....	(1,150,000,000)	(1,120,880,000)	(1,120,880,000)	(-29,120,000)	
Discretionary grants.....		58,844,000			-58,844,000
Discretionary grants (Highway Trust Fund) (limitation on obligations):					
Fixed guideway modernization.....	(735,000,000)	(724,978,000)	(888,000,000)	(-59,000,000)	(-56,978,000)
Bus and bus-related facilities.....	(353,330,000)	(274,882,000)	(333,000,000)	(-20,330,000)	(+78,008,000)
New starts.....	(848,870,000)	(724,978,000)	(888,000,000)	(+19,330,000)	(-56,978,000)
Subtotal, Discretionary grants.....	(1,735,000,000)	(1,724,844,000)	(1,886,000,000)	(-60,000,000)	(-58,844,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization).....	(1,500,000,000)	(1,700,000,000)	(2,000,000,000)	(+500,000,000)	(+300,000,000)
Interstate transfer grants - transit.....	48,030,000			-48,030,000	
Washington Metropolitan Area Transit Authority.....	200,000,000	200,000,000	200,000,000		
Violent crime reduction program (Violent Crime Trust Fund).....		5,000,000			-5,000,000
Total, Federal Transit Administration.....	1,738,340,000	2,158,373,000	1,217,510,000	-521,830,000	-941,863,000
(Limitations on obligations).....	(2,875,000,000)	(2,848,784,000)	(2,776,000,000)	(-100,000,000)	(-70,784,000)
Total budgetary resources.....	(4,814,340,000)	(5,006,167,000)	(3,882,510,000)	(-821,830,000)	(-1,012,867,000)
Unified transportation infrastructure invest program.....		-2,154,373,000			+2,154,373,000
(Limitation on obligations).....		(-2,785,880,000)			(+2,785,880,000)
Total budgetary resources.....	(4,814,340,000)	(6,444,000)	(3,882,510,000)	(-821,830,000)	(+3,927,586,000)
Saint Lawrence Seaway Development Corporation					
Operations and maintenance (Harbor Maintenance Trust Fund).....	10,251,000	10,243,000	10,180,500	-60,500	-82,500
Research and Special Programs Administration					
Research and special programs.....	28,238,000	31,882,000	28,030,000	-308,000	-5,832,000
Hazardous materials safety.....	(12,887,000)	(12,782,000)	(12,800,000)	(-287,000)	(-182,000)
Aviation information management.....		(2,483,000)	(2,322,000)	(-131,000)	(+40,000)
Emergency transportation.....	(1,398,000)	(1,301,000)	(1,088,000)	(-240,000)	(-215,000)
Research and technology.....	(2,530,000)	(7,804,000)	(3,208,000)	(+878,000)	(-4,396,000)
Program and administrative support.....	(7,032,000)	(7,883,000)	(7,384,000)	(+382,000)	(-299,000)
Accountable adjustment.....			(-581,000)	(-581,000)	(-581,000)
Subtotal, research and special programs.....	(28,238,000)	(31,882,000)	(28,030,000)	(-308,000)	(-5,832,000)
Pipeline safety (Pipeline Safety Fund).....	34,391,500	38,730,000	27,248,000	-7,748,500	-12,477,000
Pipeline safety (Oil Spill Liability Trust Fund).....	2,432,500	2,898,000	2,898,000	+265,500	
Subtotal, Pipeline safety.....	37,424,000	42,418,000	29,941,000	-7,483,000	-12,477,000
Alaska Pipeline task Force (Oil Spill Liability Trust Fund) (resc).....	(-544,000)			(+544,000)	
Emergency preparedness grants:					
(Emergency preparedness fund).....	400,000	400,000	400,000		
(Limitation on obligations).....	(10,880,000)	(11,338,000)	(8,880,000)	(-1,910,000)	(-2,448,000)
Total, Research and Special Programs Administration.....	64,082,000	74,480,000	58,371,000	-7,881,000	-18,108,000
(Limitations on obligations).....	(10,880,000)	(11,338,000)	(8,880,000)	(-1,910,000)	(-2,448,000)
Total budgetary resources.....	(74,882,800)	(86,518,000)	(85,281,000)	(-9,801,000)	(-20,587,000)
Office of Inspector General					
Salaries and expenses.....	40,000,000	40,238,000	40,238,000	+238,000	
General Provisions					
Administrative provision: Procurement (sec. 323a).....	-85,120,000			+85,120,000	
Bureau of Transportation Statistics (transfer from Federal-aid Highways).....	(15,000,000)	(20,000,000)	(20,000,000)	(+5,000,000)	
Federal railroad transfer (sec. 341).....	3,000,000			-3,000,000	
Federal-aid highways (sec. 310 (a)).....		-574,341,000			+574,341,000
Working capital fund reduction (sec. 327).....	-7,000,000		-10,000,000	-3,000,000	-10,000,000
DOT field office consolidation (sec. 336).....			-25,000,000	-25,000,000	-25,000,000
ICC transition (sec. 344).....			8,421,000	+8,421,000	+8,421,000

FY 1996 TRANSPORTATION APPROPRIATIONS BILL (H.R. 2002)—Continued

	FY 1995 Enacted	FY 1995 Estimate	BN	BN compared with Enacted	BN compared with Estimate
Total, title I, Dept of Transportation (net).....	14,134,184,888	14,188,787,888	12,785,148,004	-1,378,814,888	-1,408,578,085
Appropriations.....	(14,388,278,000)	(14,388,114,888)	(12,880,083,180)	(-1,408,181,840)	(-1,388,088,840)
Rescissions.....	(-118,111,888)	(-48,388,871)	(-84,884,188)	(+23,178,844)	(-48,847,188)
(Limitations on obligations).....	(21,778,488,888)	(24,807,387,888)	(22,848,440,000)	(+878,017,000)	(-2,280,847,000)
(Exempt obligations).....	(2,387,781,000)	(80,000,888)	(2,311,882,000)	(+44,231,000)	(+2,231,882,000)
Total budgetary resources including (limitations on obligations) and (exempt obligations).....	(38,172,888,888)	(38,181,114,888)	(37,713,821,004)	(-458,768,888)	(-1,467,888,085)
Adjustments made for unified program.....		-3,188,378,888			+3,188,378,000
(Limitation on obligations).....		(-24,480,108,888)			(+24,480,108,000)
Unified transportation infrastructure investment program.....		24,388,878,888			-24,388,878,000
Total budgetary resources.....	(38,172,888,888)	(38,188,888,888)	(37,713,821,004)	(-458,768,888)	(-1,440,488,085)
TITLE II - RELATED AGENCIES					
Architectural and Transportation Barriers Compliance Board					
Salaries and expenses.....	3,388,000	3,888,000	3,888,000	+308,000	
National Transportation Safety Board					
Salaries and expenses.....	37,388,000	38,774,000	38,774,000	+1,388,000	
Emergency fund.....		388,802	188,802	+180,802	-300,000
Total, National Transportation Safety Board.....	37,388,000	38,134,802	38,962,802	+1,542,802	-300,000
Interstate Commerce Commission					
Salaries and expenses.....	30,388,000	28,844,000	13,378,000	-16,823,000	-15,488,000
Payments for directed rail service (limitation on obligations).....	(478,000)	(478,000)	(478,000)		
Total, Interstate Commerce Commission.....	(30,777,000)	(28,318,000)	(13,854,000)	(-16,823,000)	(-15,488,000)
Panama Canal Commission					
Panama Canal Revolving Fund:					
(Administrative expenses).....	(80,030,000)	(50,741,000)	(80,741,000)	(+711,000)	
(Limitation on operating and capital expenses).....	(540,000,000)			(-540,000,000)	
Washington Metropolitan Area Transit Authority					
Interest payments and repayments of principal.....	8,188,000			-8,188,000	
Total, title II, Related Agencies.....	80,237,000	71,834,802	58,888,802	-24,287,188	-15,888,000
(Limitation on obligations).....	(478,000)	(478,000)	(478,000)		
Total budgetary resources.....	(80,712,000)	(72,188,802)	(58,444,802)	(-24,287,188)	(-15,888,000)
Total appropriations (net).....	14,214,401,888	38,488,884,831	12,811,118,888	-1,403,882,184	-22,847,848,085
Secretkeeping adjustments:					
Offsets.....	-20,048,000			+20,048,000	
Emergency preparedness grants limitation.....	-8,884,800	-2,448,000	-4,887,000	+3,887,000	-2,448,000
St. Lawrence Seaway Tolls (loss of receipts).....	8,578,000			-8,578,000	
FHA: Federal-aid highways (H.R. 1844).....		382,180,000	382,180,000	+382,180,000	
DOT retirement provisions.....			-14,880,000	-14,880,000	-14,880,000
General provision: Bonuses and awards.....	-4,880,000			+4,880,000	
(Portion derived from Trust Funds).....	(-840,000)			(+840,000)	
IOC termination pay.....	2,800,000			-2,800,000	
Pipeline safety.....		-4,037,000	8,440,000	+8,440,000	+12,477,000
Railroad Safety Inspection fees (leg required).....		-883,000			+883,000
Total, adjustments.....	-20,880,000	378,011,000	378,883,000	+381,883,000	-4,088,000
Grand total (net).....	14,188,521,888	38,833,875,831	13,182,101,888	-1,011,418,184	-22,851,874,085
Appropriations.....	(14,311,882,888)	(38,878,382,888)	(13,277,038,888)	(-1,034,888,000)	(-22,802,888,840)
Rescissions.....	(-118,111,888)	(-48,388,871)	(-84,884,188)	(+23,178,844)	(-48,847,188)
(Limitations on obligations).....	(21,778,888,888)	(24,807,387,888)	(22,848,818,000)	(+878,017,000)	(-2,280,847,000)
(Exempt obligations).....	(2,387,781,000)	(80,000,888)	(2,311,882,000)	(+44,231,000)	(+2,231,882,000)
Grand total budgetary resources including (limitations on obligations) and (exempt obligations).....	(38,232,120,000)	(38,401,732,831)	(38,140,848,888)	(-91,171,184)	(+1,738,218,878)
Total mandatory and discretionary.....	14,188,521,888	38,833,875,831	13,182,101,888	-1,011,418,184	-22,851,874,085
Mandatory.....	571,888,000	582,072,000	582,072,000	+10,184,000	
Discretionary:					
Crime trust fund.....		5,000,000			-5,000,000
General purposes.....	13,821,888,000	35,248,803,831	12,800,028,888	-1,021,888,184	-22,846,874,085
Total, Discretionary.....	13,821,888,000	35,251,803,831	12,800,028,888	-1,021,888,184	-22,851,874,085

Mr. Chairman, I reserve the balance of my time.

The CHAIRMAN. The Chair would seek an understanding from the gentleman from Virginia [Mr. WOLF] and the gentleman from Texas [Mr. COLEMAN].

In other to respect the rule established, does each gentleman intend to yield back 15 minutes of their time?

Mr. WOLF. I do, Mr. Chairman.

Mr. COLEMAN. Mr. Chairman, that would be my intention. Let me only put the caveat on there, as some Members are asking for more time, I will advise the gentleman, we are not over that amount yet. I will certainly advise the chairman of the subcommittee, should that occur. My intention is for us to limit the debate to an even shorter time than the rule allowed.

The CHAIRMAN. That will be the order. Each gentleman yields back 15 minutes of their time.

The Chair recognizes the gentleman from Texas [Mr. COLEMAN].

Mr. COLEMAN. Mr. Chairman, I yield myself such time as I may consume.

(Mr. COLEMAN asked and was given permission to revise and extend his remarks.)

Mr. COLEMAN. Mr. Chairman, I want to congratulate my distinguished colleague, the gentleman from Virginia [Mr. WOLF], on some of the good features of the bill. Certainly funding for the basic Federal highway construction and maintenance programs have been increased, a 5-percent increase in fact, over this year.

The funds are needed to address our deteriorating roads and crumbling bridges across the country. He was steadfast in his determination to free up funding for the basic highway formula program which benefits all States by not funding highway demonstration projects.

I will say to my colleagues, however, Mr. Chairman, that the statement of administration policy submitted by the White House on this bill states very clearly, and I quote, "The committee bill would make it difficult to continue today's high level of transportation safety."

I share the administration's concerns. Particularly with regard to the recommended cuts in the Federal Aviation Administration budget, funding for FAA operations is maintained in the bill at about this year's level, but the \$4.6 billion recommended is \$104 million less than the FAA requested to maintain the air traffic control system and address safety needs. I think that should be of concern to all Americans.

I think what is important to note, of course, too, is that this transportation bill affects the lives of every American in one way or another. We all know that when you drive to work, when you take your children to school, whatever method you use, in some way this bill affects whether or not we are able to do that in an effective and safe manner, hopefully, also in an efficient and rapid manner as necessary.

Let me say to you that cutting the research and technology that this bill cuts would speed the transfer of transportation technologies and boost commercial transportation applications. Had we not made those cuts, there is 40 percent less in this bill for high-speed rail activities in the bill and for the intelligent transportation systems program which will now be severely constrained.

In the rail area, neither freight railroads nor passenger rail service escaped this budget ax.

Assistance to freight railroads is terminated in the bill. Amtrak funding is severely reduced. Amtrak funding in this bill is \$305 million or 30 percent less than it was in fiscal year 1995. It is less than the amounts assumed even in the House budget resolution.

Moving to the transit area, I and other Members of this body have deeply held differences of opinion with the chairman on priorities or transit funding and on transit policy. Federal support for community transit and bus operations take a real major cut in this bill, when the need for a major Federal role in transit continues unabated. Some 35 million Americans ride buses or some form of commuter rail service every day. They are working Americans. They are the elderly. They are the disabled. These are the people who will be affected by the 44 percent reduction in mass transit operating subsidies and the 20 percent reduction in transit formula grants in this bill.

I also want to reiterate my strong objections to the bill's provisions that have now been contained in this rule that are now part of the legislation, which does not permit us to reform 13(c). We cannot reform it. Sorry. Sorry. We passed a rule. We insisted that the Committee on Rules was wrong, so we passed an amendment by the gentlewoman from Utah now which saw to it that we are not able any longer to simply reform section 13(c).

I think that is a major mistake. Not only are the repeal of provisions and the rewriting of labor law in this legislation bad policy, I think it is especially bad when we do not even hold hearings on it. We did not hear from the transit workers. We did not hear from the transit property owners, those who own transit properties, to tell us about the effects on them specifically of 13(c) or any collective bargaining agreement.

Some of us, some of us who understand a little bit about the labor laws of this country recognize that at least we should have had hearings, but that did not occur.

I will say to my colleagues that it is not a money issue. No one can point to any credible evidence that repealing a lot of those provisions will save money. There is certainly no empirical evidence, and none in the testimony from any expert in our subcommittee. A lot of us think that is the reason that you should leave these matters to the authorizing committee.

In any event, Mr. Chairman, let me only close by saying to my colleagues that while I have grave concerns about the bill's prohibition that limits certain types of training conducted by the Department of Transportation, I also recognize that we must move on, if we are about the responsible business of running the government.

I do hope that we can achieve a better balance in the bill as we go through the process, when we meet with the Senate in conference, when we deal with amendments today and next week, perhaps. I look forward to working with the distinguished gentleman from Virginia toward that end.

Mr. Chairman, I reserve the balance of my time.

□ 1230

Mr. WOLF. Mr. Chairman, I yield 4 minutes to the gentleman from California [Mr. PACKARD], a member of the committee.

(Mr. PACKARD asked and was given permission to revise and extend his remarks.)

Mr. PACKARD. Mr. Chairman, I rise in strong support of H.R. 2002, the Transportation appropriations bill for fiscal year 1996. This bill deserves the support of every Member of Congress. The Transportation Appropriations Subcommittee, under the very able leadership of Chairman FRANK WOLF, has produced a bill that will create jobs, build our Nation's infrastructure, and ensure the safety of our traveling public.

I want to take a moment here to congratulate Chairman FRANK WOLF. As you all know this is his first year as the chairman of the subcommittee. Well, I can tell you he hit a home run with his first effort.

This subcommittee held numerous hearings trying to identify the needs that exist across the Nation. This bill addresses them. I wish every Member of Congress had been able to sit through our hearings. If they had, I am certain that they would support this bill without hesitation.

This is a unique bill. With this bill this Congress builds America. We build the highways, transit systems and airports. We provide a network of transportation that moves America—its people, its products, its services. Across town or across the Nation this bill provides the necessary funding to make our citizens mobile and allow our goods and services to get to market.

This bill does other things as well. It funds the Coast Guard to protect our citizens that use our water ways. We fund other safety programs that keep our travelers safe.

This bill also repeals unnecessary regulations like 13(c). Section 13(c) is an arcane, outdated regulation whose primary purpose is to pit one Cabinet level Department—the Department of Labor against the Department of Transportation and against the Congress. Imagine if you can, Congress and the Department of Transportation providing much-needed transit funding for

your transit agency so that your constituents can get to and from work—but just as the grant from the Department of Transportation, and approved by Congress is ready to be released guess what happens? The Department of Labor steps in an overrules Congress and DOT and says no. Your transit agency cannot have those already approved funds. I urge your support for repeal.

Before my time runs out I want to take this opportunity to once again congratulate Chairman WOLF. He is a tireless worker and a principled man who listened to the concerns and interests that not only I had but of every Member who had an interest in this bill. He always extended the utmost courtesy and cooperation and his word is his bond. I want to thank him for working with me and for developing this bill—a bill that I am proud to support. I also want to take this opportunity to congratulate the very able gentleman from Texas and the ranking member on the subcommittee, RON COLEMAN.

I also want to take a moment to recognize the staff of the committee—John, Rich, Stephanie, Linda, Cheryl, Kristi, and Deborah and all the others who worked on this bill on many late nights and weekends and who always worked with to answer questions I had or offer any assistance that I needed.

Mr. COLEMAN. Mr. Chairman, I yield 2 minutes to the gentlewoman from Ohio [Ms. KAPTUR] for a colloquy with the gentleman from Virginia [Mr. WOLF], the chairman of the subcommittee on Transportation of the Committee on Appropriations.

The gentleman from Virginia is prepared to answer questions. Mr. Chairman.

Ms. KAPTUR. Mr. Chairman, I thank the gentleman for yielding time to me.

Mr. Chairman, I rise to engage in a colloquy with the chairman of the subcommittee regarding an important project at Toledo Express Airport.

The air traffic control facility at the Toledo Express Airport has experienced several equipment and structural problems during the last few years. There have been several near misses. The tower is now nearly 50 years old and at 57 feet, it is 43 feet shorter than towers at similar airports. Visibility is inadequate and the facility needs relocation.

Rather than waiting for the FAA to address this problem, the Toledo-Lucas County Port Authority has taken the initiative and proposed to construct a tower meeting FAA specifications. Construction would be financed by bonds issued by the Port Authority, and the FAA would move into the tower under a leaseback arrangement. This proposal would cut 3 years off of the time it would take the FAA to construct a tower under its normal procedures and save significant interest costs.

We have discussed this proposal. The chairman of the committee, the gen-

tleman from Virginia [Mr. WOLF], as well as the gentleman from Texas [Mr. COLEMAN], have been most gracious and helpful.

It is my understanding that the gentleman supports the Toledo-Lucas County Port Authority proposal for the construction and leaseback of a Toledo Express Airport tower, is that correct?

Mr. WOLF. Mr. Chairman, will the gentlewoman yield?

Ms. KAPTUR. I yield to the gentleman from Virginia.

Mr. WOLF. Yes, I believe it is a sound proposal, Mr. Chairman. In fact, I believe it is a very very, very sound proposal. It should not only be given strong consideration by the FAA, but frankly, I just hope they do it.

Ms. KAPTUR. It is my further understanding that the gentleman does encourage the FAA to do all it can to facilitate and expedite the project?

Mr. WOLF. That is correct. I will be glad to have a meeting in my office with the gentlewoman and the FAA so we can work the problem out.

Ms. KAPTUR. I thank the chairman, all my pilots, people that work near the airport, all that work in the control towers, and I thank the gentleman for his interest and assistance in this matter.

Mr. COLEMAN. Mr. Chairman, I yield 2 minutes to the gentleman from Rhode Island [Mr. REED].

Mr. REED. Mr. Chairman, I would seek to engage the distinguished chairman of the subcommittee in a colloquy, if he would be so amenable.

Mr. Chairman, as we know, the administration requested \$10 billion for the Rhode Island Freight Rail Development initiative in the fiscal year 1996, to be matched dollar for dollar by the State of Rhode Island. This funding was to be combined with \$5 million in fiscal year 1995 funds. Regrettably, the bill does not contain this request.

Is this correct, Mr. Chairman, I would ask the chairman of the subcommittee?

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. REED. I yield to the gentleman from Virginia.

Mr. WOLF. Yes, as the committee reported in its report: "Language in the 1995 Transportation Appropriations Act requires that the project have matching State funds." As of June 1, 1995, the State has not been able to match the Federal appropriated money.

Mr. REED. Reclaiming my time, Mr. Chairman, recently the Governor of Rhode Island announced that he has all of the matching funds and that the State expects to commence preliminary work prior to the end of fiscal year 1995. In addition, the Governor has requested a Federal contribution of \$1 million in fiscal year 1996 to continue this work. It is my understanding that the subcommittee continues to believe that this project is worthy of Federal support.

Is this also the chairman's understanding?

Mr. WOLF. If the gentleman will continue to yield, yes. As the committee report states: "The committee is willing to reconsider funding for this project in fiscal year 1997 if the available funds are obligated."

Mr. REED. In light of the expected obligation of fiscal year 1995 funds and the Governor's request, does the chairman believe this is an issue that may be considered during conference with other body provided that Chamber endorses the Governor's recent request?

Mr. WOLF. Yes; if the State is able to match and obligate the 1995 Federal funding and the Senate appropriates the funds for fiscal year 1996, the committee will certainly reconsider further funds for initiative.

Mr. REED. Reclaiming my time, Mr. Chairman, I thank the chairman of the subcommittee and his staff for his assistance and consideration. I would also like to extend my appreciation to the gentleman from Texas [Mr. COLEMAN] and his staff for their attention to this matter.

Mr. WOLF. Mr. Chairman, I yield 3 minutes to the gentleman from Michigan [Mr. PETRI], a member of the authorizing committee.

Mr. PETRI. Mr. Chairman, I thank the chairman of the Subcommittee on Transportation of the Committee on Appropriations for yielding time to me.

Mr. Chairman, I rise in support of H.R. 2002, the fiscal year 1996 DOT Appropriation Act.

I want to thank Chairman WOLF, Chairman LIVINGSTON, and ranking members OBEY and COLEMAN for their hard work in producing this legislation.

This bill sets high trust fund spending levels in the highway and transit programs. It recognizes the importance of infrastructure to our Nation, even in difficult budgetary times.

Unfortunately, some difficult choices needed to be made. However, I applaud the decision to make trust fund infrastructure spending a priority.

I urge my colleagues to support the bill.

Mr. COLEMAN. Mr. Chairman, I yield 3 minutes to the gentleman from New Jersey [Mr. PALLONE].

Mr. PALLONE. Mr. Chairman, I rise to commend the gentleman from Virginia [Mr. WOLF], the chairman of the subcommittee, and also the gentleman from Texas [Mr. COLEMAN], the ranking member, for the work they have done in this bill to maintain the pipeline safety program in the country. Pipeline safety is extremely important for my constituents, because just over a year ago a natural gas pipeline explosion occurred in Edison, NJ, in my district, and leveled the Durham Woods apartment complex, and dramatically altered the lives of thousands of my constituents.

I have learned in the last year that in order to maintain pipeline safety in this country, we need a competent Federal program with the knowledge and manpower to get the job done. The

only way we get that is to adequately fund the Federal program.

Last year, in the wake of the Edison accident, Congress appropriated some \$37 million for the Office of Pipeline Safety. We finally gave this consistently underfunded program some teeth. This year, the President recommended \$42 million for pipeline safety in his budget, an amount I think would go a long way toward improving the Federal program and enhancing State programs through Federal grants.

Although I fully support the President's request, I understand that the pipeline operators, whose user fees fund the program, do not want to pay that much. I do not agree with these operators, because I think the President's request does not place an undue financial burden on them, because I know that the \$20 million they favor is not enough to run a good program.

However, I want to thank the gentleman from Virginia [Mr. WOLF] who worked very hard to take a middle ground, a compromise, that I think is very acceptable, that places about \$29 million or \$30 million into the Office of Pipeline Safety. It essentially reduces the burden on the pipeline operators, but gives the office enough money to do its job. I urge my colleagues to support this committee's appropriation level. I think that both the gentleman from Virginia [Mr. WOLF] and the gentleman from Texas [Mr. COLEMAN] have done a great job in coming up with this figure. I want to commend them.

I also want to point out that the committee report highlights the importance of the one-call notification system, and provides \$1 million for grants to States to implement one-call systems. A one-call notification system would help many of the problems that are responsible for nearly two-thirds of all pipeline accidents in the Nation. The language that the chairman of the subcommittee has included in this bill makes me more confident that we can move a bipartisan Federal one-call bill in this Congress.

Mr. Chairman, I just wanted to touch on one other subject that is very important to the lives of the people who live along our Nation's coasts. I am greatly concerned about the Coast Guard's proposal to close 23 small boat unit stations around the country. There will be an amendment offered by the gentleman from Ohio [Mr. LATOURETTE] during title I that I co-sponsored with others to basically transfer \$6 million from the Office of the Secretary's account to the operation and maintenance account of the Coast Guard in order to provide funding for these small boat units, and to prevent their closures.

I think this is a very important amendment. The closures would come at a time when the Coast Guard has reported increases over the last 10 years in injuries and accidents. A larger burden is being placed on the Coast Guard, and closing stations is not the way to respond. I think the safety of lives is

going to depend upon passing this amendment.

Mr. WOLF. Mr. Chairman, I yield 2 minutes to the gentleman from New Jersey [Mr. FRELINGHUYSEN].

Mr. FRELINGHUYSEN. Mr. Chairman, I thank the gentleman from Virginia, Chairman WOLF, for the time, and compliment him and the gentleman from Texas, Mr. COLEMAN, on the good work that they have accomplished in this bill. I rise in strong support of H.R. 2002, the Transportation Appropriations Act for Fiscal Year 1996.

Mr. Chairman, this bill is important for several reasons. First, it reduces overall transportation spending by \$1.2 billion from last year's level. As Chairman LIVINGSTON has said on this floor several times, the Appropriations Committee is doing its job and this bill is further proof that we are keeping our promise to balance the budget.

Second, the bill is good for the State of New Jersey, the most densely populated State in the country. This bill gives New Jersey the funding and flexibility we need to improve our transportation system.

Most important, the bill provides \$75 million for the urban core project, a series of mass transit upgrades which will take cars off the road and made commuting much easier for New Jersey residents. I thank the chairman and ranking member for including this important funding.

Finally, the bill ends an outdated requirement that has held up and raised the cost of several transit projects. This 30-year-old provision, known as 13C, has stifled innovation, efficiency, and growth in transit services, and I am pleased that the committee decided to end it.

Mr. Chairman, we know we have to do more with less money, and this bill does that. Transit operating subsidies have been reduced. But this bill repeals 13C which has been nothing more than a gift to organized labor for the past 30 years. This takes away labor's veto power over transit projects and lets transit managers do what they do best—which is manage.

Mr. Chairman, I again applaud the gentleman from Virginia for this bill and urge its adoption.

Mr. COLEMAN. Mr. Chairman, I am happy to yield 2 minutes to the gentleman from Florida, Mrs. CARRIE MEEK.

Mrs. MEEK of Florida. Mr. Chairman, I want to commend the chairman of the subcommittee, the gentleman from Virginia [Mr. WOLF], with whom I have worked before, and the ranking member, the gentleman from Texas [Mr. COLEMAN], for having worked together to bring such a bill as the one we see on the floor today. However, I am very concerned, as I always am, when we do substantive legislation on an appropriations bill.

I seek today to sort of let the Congress see what happens when we repeal 13(c). In this repealing of 13(c), we are

thinking primarily about transit authorities. The Congress has done an excellent job of telling the Congress how transit authorities feel, but they neglected to show how transit workers feel, and to give them a fair and equitable chance to work with the authorities when Federal grants are provided to cities and to countries.

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I think by excluding the transit workers, one part of this continuum is left off. If we repeal 13(c), that is the effect of it. I am not saying that 13(c) is the answer for all of the problems. I think that 13(c) does need to be reformed, but it does not need to be repealed. Therefore, I call on the chairman and the members of this committee to please think this through very thoroughly in terms of the repeal, to think more of reforming. We have got about 200,000 transit workers out there that carry the people who live in my district and other districts like mine who need to get to work every day. I have women if they cannot get to Miami Beach to their jobs, they will not have a job. If they cannot get downtown to their jobs, they will not have jobs.

I am appealing to the gentleman from Virginia [Mr. WOLF] who is thinking about the working person and has in the past, to think of the impact, the negative impact of repealing 13(c), and instead think of making the necessary reformation and turning it over to the authorizing committee.

Mr. WOLF. Mr. Chairman, I yield 4 minutes to the gentleman from Texas [Mr. DELAY], a member of the committee.

Mr. DELAY. Mr. Chairman, I want to commend the gentleman from Virginia [Mr. WOLF], the chairman of the committee, for putting together a very difficult bill under very hard circumstances and bringing it to the floor. This is his first attempt at writing a transportation appropriations bill and I am very proud to say that I sit next to him on the committee. I am very proud of the work that he has done. I am also proud of my colleague and fellow Texan, the gentleman from Texas [Mr. COLEMAN], the ranking member, for his hard work on this committee. Particularly I thank the staff of the committee. I do not think we can thank the staff enough for putting up with us and helping us write these bills, because it is through their knowledge and their hard work that we are able to bring a bill of this quality to the floor.

Mr. Chairman, I rise to support this bill. It is a good bill. I can support an appropriation bill that actually cuts spending from last year. This is \$1.4 billion less than 1995 in discretionary and \$22.6 million less than even the President requested. But the thing that I am most proud about this bill is an issue that the gentleman from Virginia [Mr. WOLF] and I have worked on for many, many years, and, that is, that

the bill repeals section 13(c) of the Federal Transit Act which gives transit authorities the necessary flexibility to reduce operating expenses in their transit system.

Section 13(c) was originally intended to protect the rights of transit workers employed by private transit authorities that were acquired by public agencies in States that prohibited collective bargaining. Now, 30 years later, and ironically the same jobs that 13(c) seeks to protect may be the same jobs that are lost because of it. Like Amtrak, these protective arrangements provide transit workers up to 6 years of full compensation and benefits after they lose their job. Section 13(c) is a labor protection that has become too costly and outdated. It has impeded innovation, efficiency, and growth in providing transit services across the country, including new and restructured services.

Section 13(c) has become a means to pursue broader labor objectives and will mean ultimately the loss, not the protection, of jobs in the transit industry.

The bottom line is that section 13(c) has been used by the unions as another bite at the apple to get additional concessions that they could not get through regular collective-bargaining practices.

I encourage all the Members to vote against any amendment that would strike this repeal language.

Mr. Chairman, the bill is a responsible bill, and it is one that should be supported by all the Members of this House because it does represent a well-crafted piece of legislation. We eliminate the ICC in the bill, providing only close-down costs. The bill has absolutely no highway demonstration projects, allowing the States to do their job in designing and building highway projects that are the priorities of the State. There are no new section 3 starts. The only projects that are funded are ongoing projects that need completion. With regard to Amtrak, the bill requires the authorizers to make significant reforms, including labor reforms, before funding is provided.

I encourage all the Members to support the transportation appropriations bill.

The CHAIRMAN. The Chair would advise the bill managers that the gentleman from Texas [Mr. COLEMAN] has 1 minute remaining, and the gentleman from Virginia [Mr. WOLF] has 1½ minutes remaining.

PARLIAMENTARY INQUIRY

Mr. COLEMAN. Mr. Chairman, I have a parliamentary inquiry.

The CHAIRMAN. The gentleman will state it.

Mr. COLEMAN. Mr. Chairman, I understood that each of us had in fact not yet yielded back the 15 minutes yet. I understood we would do that at the end, provided we have the time. I just have some requests for time.

How much time did the gentleman from Virginia [Mr. WOLF] have?

The CHAIRMAN. He has 1½ minutes.

Mr. COLEMAN. Mr. Chairman, I do have two more speakers.

Mr. WOLF. Mr. Chairman, I yield the balance of my time, 1½ minutes, to the gentleman from Texas [Mr. COLEMAN].

The CHAIRMAN. The gentleman from Texas [Mr. COLEMAN] will be recognized for 2½ minutes.

Mr. COLEMAN. Mr. Chairman, I yield the balance of the time to the gentleman from Pennsylvania [Mr. BORSKI].

(Mr. BORSKI asked and was given permission to revise and extend his remarks.)

Mr. BORSKI. Mr. Chairman, I thank the gentleman for yielding me the time.

Mr. Chairman, this bill places the Nation's transportation priorities in the wrong place and it deserves to be defeated.

This is a backward-looking bill that promotes the transportation solutions of the 1950's. This bill does little to move forward with advanced technologies, especially the use of so-called third-wave technologies to help solve the problems of urban congestion. This bill attempts to overturn the progress that has been made in recent years, especially through the Intermodal Surface Transportation Efficiency Act of 1991 to promote a balanced national transportation system.

The investment numbers in this bill look good but the priorities are misplaced. I fully recognize the need to reduce spending, but I believe it is a serious mistake that will have long-term impacts on our Nation's economic growth to reduce our commitment to infrastructure investment. If we decide that infrastructure investment should be sacrificed, then all modes of transportation should share equally in the pain. Instead of continuing the trend for a balanced transportation system based on State and local flexibility, the Committee on Appropriations has decided to impose its view of a transportation system on the Nation. The committee has decided to raise highway spending by 4.5 percent and to increase the airport improvement program by 10.3 percent, while cutting the transit program by 13 percent. That includes a 43-percent cut in operating assistance, a cut that will jeopardize the very existence of many transit systems in rural areas and small cities. Cuts of that size are not fair, especially when other programs are getting more money.

These cuts are in the face of estimates by the Department of Transportation and by the transit industry that increased investment will be needed to replace aging and outdated equipment, to maintain current conditions, to complete expansions now under way, and to meet the Nation's congestion reduction and air-quality goals. It makes no sense to impose these severe cuts on transit systems that are important to so many people. It is not only the Nation's urban areas but also rural areas

where there are thousands who need transit to reach their jobs, their schools and their medical care. This bill will make sure that many of these transit-dependent people will no longer be able to reach their destinations without driving.

In the Philadelphia area, the cuts in operating assistance will mean either a fare hike of 10 to 12 cents or the elimination of service to 8,000 riders every day. That would be a devastating impact on those 8,000 people and a total of 2 million annual trips.

This is a bill for the part of America that has cars and needs its airports expanded. It is not a bill for the working people of America.

The CHAIRMAN. The Chair would say to the managers of the bill that if either or both of the managers wish to reclaim their time or a portion of their time, they may do so by unanimous consent.

Mr. COLEMAN. Mr. Chairman, I ask unanimous consent to reclaim 1½ minutes of the time.

The CHAIRMAN. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. COLEMAN. Mr. Chairman, I yield 1½ minutes to the gentleman from New Mexico [Mr. RICHARDSON].

(Mr. RICHARDSON asked and was given permission to revise and extend his remarks.)

Mr. RICHARDSON. Mr. Chairman, I thank the chairman and the ranking member for yielding me the time.

Mr. Chairman, I just want to alert my colleagues that later on in the debate, I will have an amendment that will reduce by .2 percent the administrative budget of the FAA management team. This is congressional relations advisers. This is administrative expenses.

It strikes me that when we are cutting food stamp funding, environmental restoration, that a bureaucracy that I will say to Members is not responsive, as somebody that has lost a number of flight service stations, cannot get radars because I am from a rural area, and a bureaucracy that does not represent the best interests of many aviation consumers, does not return telephone calls, is not responsive, that they can stand to take a cut just like everybody else does.

I wanted to alert my colleagues, and I have discussed this with the chairman and the ranking member.

Mr. WOLF. Mr. Chairman, will the gentleman yield?

Mr. RICHARDSON. I yield to the gentleman from Virginia.

Mr. WOLF. On another subject, I just want to congratulate the gentleman for the great work he has done with regard to traveling around the world and getting a number of people out. I just want to personally put that in the RECORD.

I thank the gentleman very much. Perhaps if Mr. Christopher leaves, the gentleman should be the Secretary of State.

I have no question on the amendment.

Mr. RICHARDSON. I thank the gentleman.

Mr. COLEMAN. Mr. Chairman, will the gentleman yield?

Mr. RICHARDSON. I yield to the gentleman from Texas.

Mr. COLEMAN. I thank the gentleman for yielding.

Mr. Chairman, I just also wanted to say, it seems to me the gentleman could get the Secretary of State to talk to the White House and they would probably take care of this FAA problem.

In any event, I understand the gentleman's amendment, and I am proud to have yielded him the time.

Mr. DE LA GARZA. Mr. Chairman, as the House considers the Transportation appropriations legislation, I wanted to take this opportunity to mention something that is important to south Texas and the nation as a whole—I am referring to the need for improvements along U.S. Highways 291 and 77 to enhance commerce with our trade partners to the north and south.

U.S. Highways 281 and 77 are the two main north-south transportation arteries in south Texas. They are located in a region that is experiencing the fastest growth of anywhere in Texas and anywhere else in the country, for that matter. Already, the North American Free Trade Agreement [NAFTA] has greatly increased commerce travelling these highways and the area is expected to absorb even more traffic.

Initiatives to improve and enhance U.S. Highways 281 and 77 are critical elements of a nationwide transportation system that will tie together major economic centers of our Nation with Canada and Mexico.

At this juncture when we are at the threshold of a new era in international trade, we can ill afford to allow our infrastructure to become deteriorated and congested. We must anticipate and prepare for the most efficient and safe flow of goods entering and exiting the United States. We can do so by improving and enhancing U.S. Highways 281 and 77 through south Texas.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the rule, the amendment printed in section 2 of House Resolution 194 is adopted.

The bill, as amended, shall be considered as an original bill for the purpose of further amendment under the 5-minute rule by titles and each title shall be considered read.

During consideration of the bill for amendment, the Chairman of the Committee of the Whole may accord priority in recognition to a Member who has caused an amendment to be printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

It shall be in order at any time to consider the amendment printed in part 2 of House Report 104-195, if offered by a Member designated in the report. That amendment shall be considered read, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

The Chairman of the Committee of the Whole may postpone until a time during further consideration in the Committee of the Whole a request for a recorded vote on any amendment made in order by the resolution.

The Chairman of the Committee of the Whole may reduce to not less than 5 minutes the time for voting by electronic device on any postponed question that immediately follows another vote by electronic device without intervening business, provided that the time for voting by electronic device on the first in any series of questions shall not be less than 15 minutes.

The clerk will designate title I.

The text of title I is as follows:

H.R. 2002

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$55,011,500, of which not to exceed \$40,000 shall be available as the Secretary may determine for allocation within the Department for official reception and representation expenses: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,000,000 in funds received in user fees established to support the electronic tariff filing system: *Provided further*, That none of the funds appropriated in this Act or otherwise made available may be used to maintain duplicate physical copies of airline tariffs that are already available for public and departmental access at no cost; to secure them against detection, alteration, or tampering; or open them to inspection by the Department.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, \$6,554,000, and in addition, \$809,000, to be derived from "Federal-aid Highways" subject to the "Limitation on General Operating Expenses".

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, and development activities, to remain available until expended, \$3,309,000.

WORKING CAPITAL FUND

Necessary expenses for operating costs and capital outlays of the Department of Transportation Working Capital Fund associated with the provision of services to entities within the Department of Transportation, not to exceed \$102,231,000 shall be paid, in accordance with law, from appropriations made available to the Department of Transportation.

PAYMENTS TO AIR CARRIERS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

(INCLUDING RESCISSION OF CONTRACT AUTHORIZATION)

For liquidation of obligations incurred for payments to air carriers of so much of the compensation fixed and determined under subchapter II of chapter 417 of title 49, Unit-

ed States Code, as is payable by the Department of Transportation, \$15,000,000, to remain available until expended and to be derived from the Airport and Airway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs in excess of \$15,000,000 for the Payments to Air Carriers program in fiscal year 1996: *Provided further*, That none of the funds in this Act shall be used by the Secretary of Transportation to make payment of compensation under subchapter II of chapter 417 of title 49, United States Code, in excess of the appropriation in this Act for liquidation of obligations incurred under the "Payments to air carriers" program: *Provided further*, That none of the funds in this Act shall be used for the payment of claims for such compensation except in accordance with this provision: *Provided further*, That none of the funds in this Act shall be available for service to communities in the forty-eight contiguous States that are located fewer than seventy highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than two hundred and ten miles from the nearest large or medium hub airport: *Provided further*, That of funds provided for "Small Community Air Service" by Public Law 101-508, \$23,600,000 in fiscal year 1996 is hereby rescinded: *Provided further*, That, notwithstanding any other provision of law, effective January 1, 1996 no point in the 48 contiguous States and Hawaii eligible for compensated transportation in fiscal year 1996 under subchapter II of chapter 417 of title 49, United States Code, including 49 U.S.C. 41734(d), shall receive such transportation unless a State, local government, or other non-Federal entity agrees to pay at least fifty percent of the cost of providing such transportation, as determined by the Secretary of Transportation: *Provided further*, That the Secretary may require the entity or entities agreeing to pay such amounts to make advance payments or provide other security to ensure that timely payments are made: *Provided further*, That, notwithstanding any other provision of law, points covered by the cost-sharing provisions under this head for which no State, local government, or non-Federal entity agrees to pay at least fifty percent of the cost of providing such transportation shall receive a reduced level of service in fiscal year 1996, to be determined by the Secretary as follows: The Secretary shall subtract from the funds made available in this Act so much as is needed to provide compensation to all eligible points for which a State, local government, or other non-Federal entity agrees to pay at least fifty percent of the cost of providing such transportation, and, with remaining funds, allocate to each other point an amount reduced by the ratio of the remainder calculated above to all funds made available in this Act: *Provided further*, That the Secretary shall allocate any funds that become unallocated as the year progresses to those points for which a State, local government, or other non-Federal entity does not agree to pay at least fifty percent of the cost of such transportation.

PAYMENTS TO AIR CARRIERS

(RESCISSION)

Of the budgetary resources remaining available under this heading, \$6,786,971 are rescinded.

RENTAL PAYMENTS

For necessary expenses for rental of headquarters and field space not to exceed 8,580,000 square feet and for related services assessed by the General Services Administration, \$130,803,000: *Provided*, That of this

amount, \$1,897,000 shall be derived from the Highway Trust Fund, \$41,441,000 shall be derived from the Airport and Airway Trust Fund, \$836,000 shall be derived from the Pipeline Safety Fund, and \$169,000 shall be derived from the Harbor Maintenance Trust Fund: *Provided further*, That in addition, for assessments by the General Services Administration related to the space needs of the Federal Highway Administration, \$17,099,000, to be derived from "Federal-aid Highways", subject to the "Limitation on General Operating Expenses".

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of direct loans, \$1,500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize gross obligations for the principal amount of direct loans not to exceed \$15,000,000. In addition, for administrative expenses to carry out the direct loan program, \$400,000.

MINORITY BUSINESS OUTREACH

For necessary expenses of the Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,642,000 shall remain available until September 30, 1997.

COAST GUARD

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; \$2,566,000,000, of which \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund; and of which \$25,000,000 shall be expended from the Boat Safety Account: *Provided*, That the number of aircraft on hand at any one time shall not exceed two hundred and eighteen, exclusive of aircraft and parts stored to meet future attrition: *Provided further*, That none of the funds appropriated in this or any other Act shall be available for pay or administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: *Provided further*, That of the funds provided for operating expenses for fiscal year 1996, in this or any other Act, not less than \$314,200,000 shall be available for drug enforcement activities.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, \$375,175,000, of which \$32,500,000 shall be derived from the Oil Spill Liability Trust Fund; of which \$191,200,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, 2000; \$16,500,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, 1998; \$42,200,000 shall be available for other equip-

ment, to remain available until September 30, 1998; \$82,275,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, 1998; and \$43,000,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, 1996: *Provided*, That funds received from the sale of the VC-11A and HU-25 aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity: *Provided further*, That the Secretary may transfer funds between projects under this head, not to exceed \$50,000,000 in total for the fiscal year, thirty days after notification to the House and Senate Committees on Appropriations, solely for the purpose of providing funds for facility renovation, construction, exit costs, and other implementation costs associated with Coast Guard streamlining plans.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, \$21,000,000, to remain available until expended.

ALTERATION OF BRIDGES

For necessary expenses for alteration or removal of obstructive bridges, \$16,000,000, to remain available until expended.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), \$582,022,000.

RESERVE TRAINING

For all necessary expenses for the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; \$61,859,000.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, \$18,500,000, to remain available until expended, of which \$3,150,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation.

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

For payment of necessary expenses incurred for recreational boating safety assistance under Public Law 92-75, as amended, \$20,000,000, to be derived from the Boat Safety Account and to remain available until expended.

EMERGENCY FUND

(LIMITATION ON PERMANENT APPROPRIATION) (OIL SPILL LIABILITY TRUST FUND)

Except as provided in emergency supplemental appropriations provided in other appropriations Acts for fiscal year 1996, not more than \$3,000,000 shall be obligated or expended in fiscal year 1996 pursuant to section 6002(b) of the Oil Pollution Act of 1990 to carry out the provisions of section 1012(a)(4) of that Act.

FEDERAL AVIATION ADMINISTRATION OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities and the operation (including leasing) and maintenance of aircraft, and carrying out the provisions of subchapter I of chapter 471 of title 49, U.S. Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of four passenger motor vehicles for replacement only, \$4,600,000,000, of which \$1,871,500,000 shall be derived from the Airport and Airway Trust Fund: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred in the provision of aviation services, including the maintenance and operation of air navigation facilities and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, U.S. Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, \$2,000,000,000, of which \$1,784,000,000 shall remain available until September 30, 1998, and of which \$216,000,000 shall remain available until September 30, 1996: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION)

Of the available balances under this heading, \$60,000,000 are rescinded.

RESEARCH, ENGINEERING, AND DEVELOPMENT (AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of

subtitle VII of title 49, U.S.C., including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$143,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 1998: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development.

GRANTS-IN-AID FOR AIRPORTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, U.S. Code, and under other law authorizing such obligations, \$1,500,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$1,600,000,000 in fiscal year 1996 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 47117(h) of title 49, U.S. Code.

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, U.S. Code.

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

None of the funds in this Act shall be available for activities under this head the obligations for which are in excess of \$1,600,000 during fiscal year 1996.

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, including motor carrier safety program operations, and research of the Federal Highway Administration not to exceed \$495,381,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided*, That \$190,667,000 of the amount provided herein shall remain available until September 30, 1998.

HIGHWAY-RELATED SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

(INCLUDING TRANSFER OF FUNDS)

For payment of obligations incurred in carrying out the provisions of title 23, United States Code, section 402 administered by the Federal Highway Administration, to remain available until expended, \$10,000,000, to be derived from the Highway Trust Fund: *Provided*, That not to exceed \$100,000 of the amount made available herein shall be available for "Limitation on general operating expenses": *Provided further*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$10,000,000 in fiscal year 1996 for "Highway-Related Safety Grants".

FEDERAL-AID HIGHWAYS (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$18,000,000,000 for Federal-aid highways and highway safety construction programs for fiscal year 1996.

FEDERAL-AID HIGHWAYS (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursements for sums expended pursuant to the provisions of 23 U.S.C. 308, \$19,200,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended.

RIGHT-OF-WAY REVOLVING FUND (LIMITATION ON DIRECT LOANS) (HIGHWAY TRUST FUND)

None of the funds under this head are available for obligations for right-of-way acquisition during fiscal year 1996.

MOTOR CARRIER SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, \$68,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$79,150,000 for "Motor Carrier Safety Grants".

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under part C of subtitle VI of title 49, United States Code, and chapter 301 of title 49, United States Code, \$73,316,570, of which \$37,825,850 shall remain available until September 30, 1998: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.

OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under 23 U.S.C. 403 and section 2006 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240), to be derived from the Highway Trust Fund, \$52,011,930, of which \$32,770,670 shall remain available until September 30, 1998.

OPERATIONS AND RESEARCH (RESCISSIONS)

Of the amounts made available under this heading in Public Law 103-331, Public Law 102-388, and Public Law 101-516, \$4,547,185 are rescinded from the national advanced driving simulator project.

HIGHWAY TRAFFIC SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

For payment of obligations incurred carrying out the provisions of 23 U.S.C. 153, 402,

408, and 410, Chapter 303 of title 49, United States Code, and section 209 of Public Law 95-599, as amended, to remain available until expended, \$153,400,000, to be derived from the Highway Trust Fund: *Provided*, That, notwithstanding subsection 2009(b) of the Intermodal Surface Transportation Efficiency Act of 1991, none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 1996, are in excess of \$153,400,000 for programs authorized under 23 U.S.C. 402 and 410, as amended, of which \$126,000,000 shall be for "State and community highway safety grants", \$2,400,000 shall be for the "National Driver Register" (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein), and \$25,000,000 shall be for section 410 "Alcohol-impaired driving countermeasures programs": *Provided further*, That from the \$126,000,000 provided under "State and community highway safety grants", \$3,000,000 shall be made available for the "Safe communities" program in three States, notwithstanding the provisions of 23 U.S.C. 402(c) and (g): *Provided further*, That none of these funds shall be used for construction, rehabilitation or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That none of these funds shall be used to purchase automobiles or motorcycles for state, local, or private usage: *Provided further*, That not to exceed \$5,153,000 of the funds made available for section 402 may be available for administering "State and community highway safety grants": *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-impaired driving countermeasures programs" may be available for technical assistance to the States: *Provided further*, That not to exceed \$890,000 of the funds made available for the "National Driver Register" may be available for administrative expenses.

FEDERAL RAILROAD ADMINISTRATION OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, \$14,000,000, of which \$1,508,000 shall remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of a program making commitments to guarantee new loans under the Emergency Rail Services Act of 1970, as amended, and no new commitments to guarantee loans under section 211(a) or 211(h) of the Regional Rail Reorganization Act of 1973, as amended, shall be made: *Provided further*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for,

\$49,940,660, of which \$2,687,000 shall remain available until expended.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, \$21,000,000, to remain available until expended.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

For necessary expenses related to Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.) and 49 U.S.C. 24909, \$100,000,000, to remain available until September 30, 1998.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That no new loan guarantee commitments shall be made during fiscal year 1996.

NATIONAL MAGNETIC LEVITATION PROTOTYPE DEVELOPMENT

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the planning or execution of the National Magnetic Levitation Prototype Development program as defined in subsections 1036(b) and 1036(d)(1)(A) of the Intermodal Surface Transportation Efficiency Act of 1991.

NEXT GENERATION HIGH SPEED RAIL

For necessary expenses for Next Generation High Speed Rail technology development and demonstrations, \$10,000,000, to remain available until expended.

TRUST FUND SHARE OF NEXT GENERATION HIGH SPEED RAIL

(LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

For grants and payment of obligations incurred in carrying out the provisions of the High Speed Ground Transportation program as defined in subsections 1036(c) and 1036(d)(1)(B) of the Intermodal Surface Transportation Efficiency Act of 1991, including planning and environmental analyses, \$5,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$5,000,000.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation authorized by 49 U.S.C. 24104, \$628,000,000, of which \$336,000,000 shall be available for operating losses and for mandatory passenger rail service payments, \$62,000,000 shall be for transition costs incurred by the Corporation, and \$230,000,000 shall be for capital improvements: *Provided*, That none of the funds under this head shall be made available until significant reforms (including labor reforms) in authorizing legislation are enacted to restructure the National Railroad Passenger Corporation: *Provided further*, That funding under this head for capital improvements shall not be made

available before July 1, 1996: *Provided further*, That none of the funds herein appropriated shall be used for lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the president of the Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.

FEDERAL TRANSIT ADMINISTRATION ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$39,260,000.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5310(a)(2), 5311, and 5336, to remain available until expended, \$890,000,000: *Provided*, That no more than \$2,000,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the funds provided under this head for formula grants, no more than \$400,000,000 may be used for operating assistance under 49 U.S.C. 5336(d).

UNIVERSITY TRANSPORTATION CENTERS

For necessary expenses for university transportation centers as authorized by 49 U.S.C. 5317(b), to remain available until expended, \$6,000,000.

TRANSIT PLANNING AND RESEARCH

For necessary expenses for transit planning and research as authorized by 49 U.S.C. 5303, 5311, 5313, 5314, and 5315, to remain available until expended, \$82,250,000 of which \$39,436,250 shall be for activities under 49 U.S.C. 5303, \$4,381,250 for activities under 49 U.S.C. 5311(b)(2), \$8,051,250 for activities under 49 U.S.C. 5313(b), \$19,480,000 for activities under 49 U.S.C. 5314, \$8,051,251 for activities under 49 U.S.C. 5313(a), and \$2,850,000 for activities under 49 U.S.C. 5315.

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 5338(a), \$1,120,850,000, to remain available until expended and to be derived from the Highway Trust Fund: *Provided*, That \$1,110,000,000 shall be paid from the Mass Transit Account of the Highway Trust Fund to the Federal Transit Administration's formula grants account.

DISCRETIONARY GRANTS (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$1,665,000,000 in fiscal year 1996 for grants under the contract authority in 49 U.S.C. 5338(b): *Provided*, That there shall be available for fixed guideway modernization, \$666,000,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$333,000,000; and there shall be available for new fixed guideway systems, \$666,000,000, to be available as follows:

\$42,410,000 for the Atlanta-North Springs project;

\$17,500,000 for the South Boston Piers (MOS-2) project;

\$6,500,000 for the Canton-Akron-Cleveland commuter rail project (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein);

\$2,000,000 for the Cincinnati Northeast/Northern Kentucky rail line project (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein);

\$16,941,000 for the Dallas South Oak Cliff LRT project;

\$2,500,000 for the DART North Central light rail extension project (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein);

\$5,000,000 for the Dallas-Fort Worth RAILTRAN project (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein);

\$10,000,000 for the Florida Tri-County commuter rail project (subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein);

\$22,630,000 for the Houston Regional Bus project;

\$12,500,000 for the Jacksonville ASE extension project;

\$125,000,000 for the Los Angeles Metro Rail (MOS-3);

\$10,000,000 for the Los Angeles-San Diego commuter rail project;

\$10,000,000 for the MARC commuter rail project;

\$3,000,000 for the Maryland Central Corridor LRT project;

\$2,000,000 for the Miami-North 27th Avenue project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$2,500,000 for the Memphis, Tennessee Regional Rail Plan "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$75,000,000 for the New Jersey Urban Core-Secaucus project;

\$10,000,000 for the New Orleans Canal Street Corridor project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$114,989,000 for the New York Queens Connection project;

\$5,000,000 for the Orange County Transitway project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$22,630,000 for the Pittsburgh Airport Phase 1 project;

\$85,500,000 for the Portland Westside LRT project;

\$2,000,000 for the Sacramento LRT extension project;

\$10,000,000 for the St. Louis Metro Link LRT project;

\$5,000,000 for the Salt Lake City light rail project: *Provided*, That such funding may be available only for related high-occupancy vehicle lane and intermodal corridor design costs;

\$10,000,000 for the San Francisco BART extension to the San Francisco airport project;

\$15,000,000 for the San Juan, Puerto Rico Tren Urbano project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$1,000,000 for the Tampa to Lakeland commuter rail project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)";

\$5,000,000 for the Whitehall ferry terminal, New York, New York "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)"; and

\$14,400,000 for the Wisconsin central commuter project "(subject to passage hereafter by the House of a bill authorizing appropriations therefor, and only in amounts provided therein)".

MASS TRANSIT CAPITAL FUND
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 5338(b) administered by the Federal Transit Administration, \$2,000,000,000 to be derived from the Highway Trust Fund and to remain available until expended.

WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY

For necessary expenses to carry out the provisions of section 14 of Public Law 96-184 and Public Law 101-551, \$200,000,000, to remain available until expended.

SAINT LAWRENCE SEAWAY
DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

OPERATIONS AND MAINTENANCE
(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operation and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, \$10,190,500, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.

RESEARCH AND SPECIAL PROGRAMS
ADMINISTRATION

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, \$26,030,000, of which \$574,000 shall be derived from the Pipeline Safety Fund, and of which \$7,606,000 shall remain available until September 30, 1998: *Provided*, That \$2,322,000 shall be transferred to the Bureau of Transportation Statistics for the expenses necessary to conduct activities related to Airline Statistics, and of which \$272,000 shall remain available until expended: *Provided further*, That up to \$1,000,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination.

PIPELINE SAFETY
(PIPELINE SAFETY FUND)

For expenses necessary to conduct the functions of the pipeline safety program for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107 and the Hazardous Liquid Pipeline Safety Act of 1979, as amended, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, \$29,941,000, of which \$2,698,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, 1998; and of which \$27,243,000 shall be derived from the Pipeline Safety Fund, of which \$19,423,000 shall remain available until September 30, 1998: *Provided*, That from amounts made available herein from the Pipeline Safety Fund, not to exceed \$1,000,000 shall be available for grants to States for the development and establishment of one-call notification systems.

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$400,000 to be derived from the Emergency Preparedness Fund, to remain available until September 30, 1998: *Provided*, That not more than \$8,890,000 shall be made available for obligation in fiscal year 1996 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): *Provided further*, That no such funds shall be made available for obligation by individuals other than the Secretary of Transportation, or his designees.

OFFICE OF INSPECTOR GENERAL
SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, \$40,238,000.

The CHAIRMAN. Are there any amendments to title I?

□ 1300

POINT OF ORDER

Mr. SHUSTER. Mr. Chairman, I rise on a point of order against page 20, line 14, beginning with the colon through the citation on line 19.

The CHAIRMAN (Mr. BEREUTER). The gentleman must state the basis for his point of order.

Mr. SHUSTER. Mr. Chairman, this provision violates rule XXI, clause 2(a) of the rules of the House because it appropriates money for a "safe communities" program which is not authorized by law.

The CHAIRMAN. Does the gentleman from Virginia desire to be heard?

Mr. WOLF. Mr. Chairman, I concede the point of order.

The CHAIRMAN. The point order is conceded and sustained.

AMENDMENT NO. 10 OFFERED BY MR. SMITH OF
MICHIGAN

Mr. SMITH of Michigan. Mr. Chairman, I offer an amendment.

The CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 10 offered by Mr. SMITH of Michigan: Page 7, line 20, strike "\$2,566,000,000" and insert "\$2,565,607,000".

Mr. SMITH of Michigan. Mr. Chairman, this amendment implements the original recommendation of the Coast Guard, the President's budget, and was also incorporated in the House budget resolution to phase out employees working in the Coast Guard personnel offices. There apparently was a misunderstanding on whether or not these offices would be closed.

According to the Coast Guard, whom I talked to this morning, possibly one might be closed, but the rest of the stations would be left open. This amendment strikes \$393,000 out of the Coast Guard's operating and maintenance expenses used to fund unneeded employees in five civilian personnel offices.

The proposal is consistent with the administration, with the Coast Guard, with the budget resolution. Again this, proposal strikes funding for five employees that the Coast Guard recommends be phased out and personnel matters. The amendment restores the Coast Guard's proposal.

Mr. Chairman, as we rein in big government, it is very important to get the most for taxpayers' dollars. This amendment does cut Coast Guard overhead and allows the savings to be used for ships, equipment, and other more vital functions.

The amendment, according to OMB, will save \$1.244 million over the 2-year consolidation period. This amendment makes fiscal sense. It has bipartisan support. I hope my colleagues on both sides of the aisle will consider supporting it.

Mr. WOLF. Mr. Chairman, I rise in support of the amendment, and we will accept the amendment. I think it is a good amendment and will save money.

Mr. COLEMAN. Mr. Chairman, the minority has no objection and would agree to the amendment.

Mr. DEFAZIO. Mr. Chairman, I move to strike the requisite number of words. Mr. Chairman, I rise to question the procedure here. There are a number of us who had amendments relating to the O&M account and my question is, if this amendment is acceded to, does that preclude any further amendments to the Coast Guard O&M account?

Mr. WOLF. Mr. Chairman, if the gentleman from Oregon would yield, I would say to the gentleman, no, it does not. What will happen is after this amendment is adopted, the committee will rise and the agriculture people will come back and nobody is foreclosed. When we begin on Monday or Tuesday or whenever we begin, we will start from here. No amendment will be foreclosed.

Mr. DEFAZIO. Mr. Chairman, reclaiming my time, my understanding is that there is some rule regarding revisiting an account once the number has been altered.

Mr. COLEMAN. Mr. Chairman, will the gentleman yield?

Mr. DEFAZIO. I yield to the gentleman from Texas.

Mr. COLEMAN. Mr. Chairman, let me say to the gentleman from Oregon, we reviewed, as a matter of fact, the Smith amendment in respect to what it might do to the DeFazio amendment. Our view is that it will require a rewrite of the amendment of the gentleman from Oregon [Mr. DEFAZIO]; not a changing of numbers. It will require some rewrite so that it does not violate a rule that does not allow us to revisit that same amendment twice.

So it will require a rewrite. All I can say is that I am sure that the gentleman from Virginia [Mr. WOLF], nor I, would in any way object to the gentleman being recognized as though he had correctly published that amendment in the RECORD.

Mr. DEFAZIO. Mr. Chairman, I thank the gentleman. If the Chairman agrees, then I would certainly not object to this amendment going forward.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Michigan [Mr. SMITH].

The amendment was agreed to.

Mr. WOLF. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker pro tempore. (Mr. KLUG), having assumed the chair, Mr. LAHOOD, Chairman pro tempore of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 2002) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1996, and for other purposes, had come to no resolution thereon.

AGRICULTURE, RURAL DEVELOPMENT, FOOD AND DRUG ADMINISTRATION, AND RELATED AGENCIES APPROPRIATIONS ACT, 1996

The SPEAKER pro tempore (Mr. KLUG). Pursuant to House Resolution 188 and rule XXIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for further consideration of the bill H.R. 1976.

□ 1305

IN THE COMMITTEE OF THE WHOLE HOUSE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 1976) making appropriations for Agriculture, Rural Development, Food and Drug Administration, and related agencies programs for the fiscal year ending September 30, 1996, and for other purposes, with Mr. KLUG in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. When the Committee of the Whole rose on the legislative day of Thursday, July 20, 1995, the bill was considered as read.

After disposition of any questions earlier postponed under the authority granted by the order of the House of July 19, 1995, and pursuant to the order of the House of Thursday, July 20, 1995, no further amendments shall be in order except the following: The amendment by the gentleman from New Jersey [Mr. ZIMMER], 60 minutes; the amendment by the gentleman from Wisconsin [Mr. OBEY], 10 minutes; the amendment by the gentleman from Massachusetts [Mr. KENNEDY], 20 minutes; and the amendment by the gentleman from Florida [Mr. DEUTSCH], 20 minutes.

Each amendment may be offered only in the order specified, by the specified proponent or a designee, shall be considered read, shall be debatable for the time specified, equally divided and controlled by the proponent and an opponent; shall not be subject to amendment, and shall not be subject to a demand for division of the question.

When proceedings resume on the amendment offered by the gentleman from Ohio [Mr. HOKE], that amendment shall again be debatable for 10 minutes, equally divided and controlled by the proponent and an opponent of the amendment.

AMENDMENT OFFERED BY MR. HOKE

The CHAIRMAN. Pursuant to the order of the House of Thursday, July 20, 1995, the gentleman from Ohio [Mr. HOKE] and a Member opposed will each be recognized for 5 minutes.

The Chair recognizes the gentleman from Ohio [Mr. HOKE].

Mr. HOKE. Mr. Chairman, I yield myself such time as I may consume.

The purpose of the Hoke-Meehan amendment is very simple. What it does is reduces the appropriation for title I of Public Law 480, the Agricultural Trade Development Assistance Act of 1954, by \$113 million to the level that was requested by the President and approved in the fiscal year 1996 budget resolution that we passed in this House.

What exactly is this title I program all about? Does it develop new markets for America's farm exporters, as its proponents would have you believe? Not according to a very long series of investigations by the Congressional Research Service and the General Accounting Office. In fact, there is not one single shred of nonanecdotal evidence that it develops long-term foreign customers.

Does it provide humanitarian food aid to save starving populations in desperately poor and hungry nations? No; in fact, that is not even the purpose of title I. That is the purpose of the \$875 million that has been appropriated in titles II and III for emergency humanitarian food aid relief.

However, there is substantial evidence that Public Law 480, title I, does exactly the opposite. It undermines the ability of foreign farmers to compete with much cheaper, dumped, subsidized American agricultural products. This has literally resulted in the destruction of local foreign farm economies around the world.

In Egypt, an AID study found that the volume of United States food aid has become a disincentive to Egyptian farmers to produce grain. South Korea is frequently cited by Public Law 480 proponents as the best example of a success story where a recipient has become a customer. But according to a 1995 GAO study, there is no evidence to support the existence of a direct tie between title I aid and the development of commercial markets for United States farm goods in South Korea.

In fact, because of the disruptive impact that this program has had on local farm economies, the nations of Bulgaria, Latvia, Poland, and Slovakia, among others, are no longer participating in it.

Well, if it is not about developing new markets for American farm exporters and it is not about providing humanitarian food aid for poor nations, then what is it about?

Mr. Chairman, I think that the gentleman from Texas [Mr. ARMEY], the distinguished majority leader, got it right and said it best when he called this, the politics of greed wrapped up in the language of love.

What this is about is clear-cut, straightforward Government subsidies to big-farm and big-shipping interests. This is a program that makes it possible for the U.S. Government to dump our products at below-market prices on foreign countries at the expense of small foreign farmers, all for the benefit of the very largest, giant agri-conglomerates in the United States; companies like Archer Daniels Midland, Bunge, Cargill, Continental Grain, and others.

Well, good for them, but not good for foreign policy, not good for the American taxpayer, and not good for building long-term relationships. This is precisely the kind of corporate welfare that our constituents want us to get rid of. Here is our opportunity to bring it down to the level requested by the President and approved by the 1996 budget resolution that we have already voted for.

Mr. Chairman, I also want to inform my colleagues that this amendment has been endorsed by Americans for Tax Reform, Citizens Against Government Waste, Citizens for a Sound Economy, and the National Taxpayers Union.

Vote "yes" on the Hoke-Meehan amendment.

Mr. Chairman, I yield the balance of my time to the gentleman from Massachusetts [Mr. MEEHAN].

Mr. MEEHAN. Mr. Chairman, after last night's debate, I think what is needed is some clarity on the issue. What many of the opponents of this amendment suggested is that this amendment is adopted, and Public Law 480, title I funding is cut, that starving people around the world would not receive food assistance.

If that were the case, I certainly would have never cosponsored this amendment. An action such as this would be mean-spirited at the very least.

Title I is a market development program, not an emergency humanitarian food program. Other titles of the Public Law 480 act are responsible for these activities. Title II authorizes donations for agricultural commodities for emergency feeding programs and to carry out activities to alleviate the causes of hunger and disease and death. Title III authorizes grants of agricultural commodities to be used for food distribution programs and development of food reserves.

The distinction between these differing objectives was made clear by the Committee on Agriculture itself. The 1990 Agricultural Development and Trade Act distributed the responsibility for these programs to two different agencies with distinct missions. The management of title I activities was kept in the Department of Agriculture.

Mr. Chairman, I urge that Members vote for the Hoke-Meehan amendment. The administration is in favor of cutting back this appropriation.

Mr. EMERSON. Mr. Chairman, I rise in opposition to the amendment.